GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of December 4, 1933. Vol. XII. No. 22.

1. Waterloo, London's Latest Bridge Problem.
2. New Turkey Begins Its Second Decade.
3. South Atlantic "Swimming Island" Proves Success.
4. Gold Nuggets Again Lure Prospectors.
5. Toledo, Spain, Names Street for American Namesake.

© *E. M. Newman*

TOLEDO IS NOTED FOR ITS BLADES AND METAL WORK

The finely-tempered swords of Toledo craftsmen helped Spain to carve out a vast empire in the New World. Their art of inlaying steel objects with gold and silver was inherited from the Moors (See Bulletin No. 5).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Waterloo, London's Latest Bridge Problem

TIME is no respecter of anything connected with transportation. Motor traffic across the Thames in London has increased so rapidly in recent years that venerable Waterloo Bridge, one of the six major spans for general traffic in central London, must be modernized.

The London County Council has just approved a plan to widen the roadway from 27 feet to 36 feet, in order to enable the bridge to carry four lines of traffic instead of three, as at present. The main lines of the bridge will be preserved, but the floor of the bridge will overhang the sides 4 feet on each side.

London's newest bridge problem is due to population, as well as traffic, growth. The fact that London's population has grown three-quarters of a million within the last decade, with a town nearly the size of East St. Louis being added to the metropolitan area every year, is little known outside the metropolis; but the pinch comes at traffic "bottlenecks" such as bridges, ancient gateways (see illustration, next page), squares, and hubs where many streets meet like the spokes of a wheel.

When "Commuters" Came in Coaches

Queen Elizabeth was concerned about London's growth; and so were Charles I and James I. But, despite royal proclamations against spreading farther and farther beyond the walls, London continued to expand. In the first thirty years of the nineteenth century, its population increased 75 per cent, and this growth finally resulted in a mass of new towns springing up around the mother city.

This was before London's first railroad, but even then some 600 coaches and other vehicles brought 50,000 "commuters" daily into the city. In our own day, the automobile and fast electric and steam trains have encouraged London's overflow into outlying areas. London's bridges, as a result, have been forced to keep pace with the city's growth. Of the six which spanned the Thames a hundred years ago Waterloo is the only one in its original state; the others have been replaced by wider structures.

The authorities did not want to replace this graceful, but narrow, stone structure by a steel bridge because it is considered one of the capital's architectural masterpieces. The bridge is 1,240 feet long and is supported on nine 120-foot arches, 35 feet high, the whole noted for Doric beauty and simplicity, solidity, and magnitude. In widening it, efforts will be made to preserve the best architectural features given it by its designer and engineer, John Rennie.

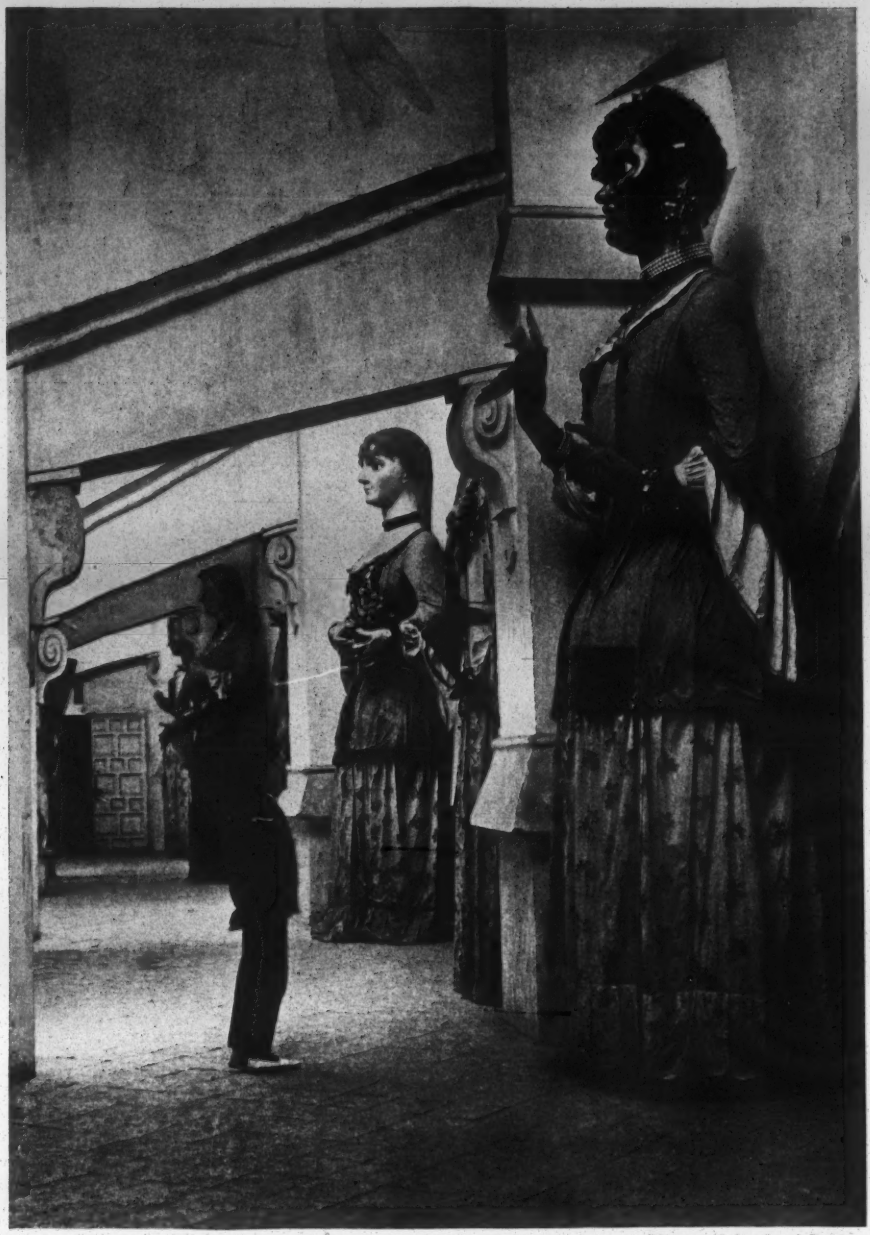
Brilliant Ceremony at Bridge Opening

Waterloo Bridge commemorates Wellington's victory over Napoleon. It was opened on the second anniversary of the battle, June 18, 1817, with the great duke himself in attendance. The scene must have been similar to that in the city of Washington at Inauguration time. Spectators, some of them grumbling at the high prices charged, filled near-by windows, roofs, and terraces, crowded both banks of the river and jammed the seats built in adjacent wharf yards and on the bridge itself. Barges and boats covered the Thames.

Along the bridge, eighteen colorful standards of Britain, Russia, and the Netherlands fluttered above the heads of gayly uniformed Foot, Horse, and Life Guards, many of whom had fought with Wellington at Waterloo.

As cannon began to thunder a salute of 202 rounds, to recall the number of

UMI



Photograph by Angel Rubio

GIANT LADIES WHO DWELL IN TOLEDO'S CATHEDRAL

These grotesque figures, known as "Los Gigantones de Tarasca," are carried through the narrow, winding streets of Toledo during religious processions. Representing both historical and imaginary beings, their purpose is to afford amusement, or comic relief, for the people. When not in use, they are stored in rooms opening from the upper cloisters of the Cathedral (See Bulletin No. 5).

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

New Turkey Begins Its Second Decade

FROM every city and village of the Republic of Turkey a specially-chosen delegate with a bag full of earth over his shoulder is making his way toward the Turkish capital, Ankara (formerly Angora). The earth, from the public square of the delegate's city or village, will be emptied on a site chosen for the building of a huge new edifice, to be known as "The House of the Republic," in the new and rapidly-growing Turkish capital city.

Thus Turkey vigorously opens the second decade of its life as a Republic. Throughout the nation, too, the people are learning the words and music of a new national anthem, "March of the Republic," composed in honor of Turkey's tenth republican birthday, which was celebrated on October 29, 1933.

Pace Has Been Rapid in Turkey

A new song and a man-made mountain must seem simple tasks compared to the vast problems and meteoric changes that have swirled around the Turkish people during the first decade of the Turkish Republic. Few nations have been subjected to as radical a program of reforms and major social operations as has Turkey within the last ten years. A new alphabet; equal rights for women; Westernized clothing; separation of church and state; broader schooling; modern communications; a new capital; state industries; cultural and social centers—these head a long list of national setting-up exercises under the leadership of that stern taskmaster, Mustafa Kemal Pasha, the President, who crammed a century of progress into a decade.

The World War deprived Turkey of a great deal of outlying territory. But is was principally domain too far from Turkey proper to be easily governed. Post-war adjustments also took away some population, mainly alien races which the Turks had not been able to absorb. The Republic was thus, at the outset, able to pull its people and its territory together into one, well-knit whole.

In spite of territorial losses Turkey is still larger than any European nation with the exception of Soviet Russia. Its 13,600,000 people to-day are mostly of the same race—the Kurds in the East and the Christian minorities in Istanbul (Constantinople) being the chief exceptions. About 92 per cent of the population of Turkey lives on the Asiatic side of the Bosporus. Istanbul, the old capital on the Golden Horn, has shrunk from a million to less than 700,000 people in the decade.

Turkey for the Turks

Both culturally and economically, Republican Turkey turned its back on the East—the old-fashioned East of its ancestors, whose ideas hampered it in competition with Western neighbors. Under the old régime so many enterprises were "farmed out" to non-Turks that both outsiders and natives believed the Turk was in no way capable of financing, building, or operating great works such as railroads, tunnels, large bridges, and canals.

For ten years the Turkish leaders have striven to show the fallacy of this belief. Refusing foreign aid, and daring economic collapse, they devoted their energies to public works, seeking to bring out native strength, both in the cities and in the country. Religion and government were divorced, and a democratic political system launched, although Turkey remains virtually a dictatorship.

In the first ten years of the Republic, railway mileage increased a third; passable motor highways were extended from a few hundred to more than 10,000 miles, although not all the roads are improved; concrete and steel bridges, erected by Turkish engineers, now span many deep Anatolian ravines; hundreds of new schools have been built; vessels under the Turkish flag now total more than 200; swamps have been drained; an air service between cities is contemplated; and Turkey is one of the few nations to-day with a balanced budget.

Fez Gone; Veil Is Going

To-day in Turkey the fez has vanished, being largely replaced by the cap. The cap is better than a hat in the mosque, says the Turk, because there he can turn his cap backward, like a motorcycle rider, and touch his forehead to the ground in the approved manner. The veil for women was not exactly abolished, but those who abandoned it were favored. Polygamy was outlawed, and equitable divorce laws established.

UMI

French guns captured at Waterloo, the Prince Regent (later George IV) embarked on the royal barge at Whitehall Stairs. The barges of the Lord Mayor, the Admiralty, the Navy, and other government offices, each beflagged, followed the royal barge. Landing at the Surrey end of the bridge, the Prince Regent, with the Duke of York and the Duke of Wellington, paid the toll penny (for Waterloo was a toll bridge for many years), and passed over the bridge amid cheers.

During the ceremony the Prince Regent christened the bridge "Waterloo," although it had first been known as the Strand bridge because it was designed to link the historic thoroughfare of the Strand with the Surrey shore on the opposite side of the Thames. Just as patriotic Americans named towns for Washington and Lincoln, so patriotic Englishmen of that day named hotels, academies, coaches, and bonnets for Waterloo, and streets, inns, and boots for Wellington.

Note: For other references and photographs of busy London, see: "Some Forgotten Corners of London," *National Geographic Magazine*, February, 1932; "Highlights of London Town," May, 1929; "Seeing the World from the Air," March, 1928; "London from a Bus Top," May, 1926; "From England to India by Automobile," August, 1925; "Looking Down on Europe," March, 1925; "Cathedrals of the Old and New World," July, 1933; "Through the Heart of England in a Canoe," May, 1922; "From London to Australia by Aëroplane," March, 1921; and "London," September, 1915.

Bulletin No. 1, December 4, 1933.

Photograph by Harold Donaldson Eberlein

TEMPLE BAR, A LONDON TRAFFIC "BOTTLENECK"

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

South Atlantic "Swimming Island" Proves Success

REGULAR air-mail service by planes across the South Atlantic seems to be assured since the successful flight of a German flying boat from Bathurst, Gambia, to Natal, Brazil, last month.

The flight was the first to make use of a "swimming island" or "halfway house," for refueling and an overnight stop in mid-ocean.

The "swimming island" is the steamship *Westfalen,* a 5,120-ton vessel, which has been used successfully in similar experiments in the North Sea. It has been constructed especially to serve as an ocean "air field," although it has no landing platform and may quickly steam to the aid of a plane forced down en route.

"Canvas Train" Aids in Landing

During the recent test flight the plane was guided by radio beam to the *Westfalen* and alighted near a long "canvas train," which the steamer drags behind it to protect planes from buffeting in rough seas. Then the plane was lifted aboard the *Westfalen* by a crane for an overnight stop. A catapult shot the seaplane on its way the next morning. The total flying time was 15 hours, 5 minutes, at an average speed of 150 miles per hour.

The proposed airmail route, on which the *Westfalen* will be used, will bring Rio de Janeiro, Buenos Aires, and other cities of South America within five days' flying time of Berlin. The first section of the route lies between Berlin and Cadiz, Spain; the second between Cadiz and Bathurst, Gambia, on the west coast of Africa; and the third will be the 1,950-mile trans-Atlantic section between Bathurst and Natal (or perhaps Recife), on the northeast shoulder of the South American continent.

Waterplanes will be used on the second and third sections. The Canary Islands form an emergency landing place for the second section. Between Bathurst and Natal, however, the Atlantic Ocean is without islands, other than the rocky Rochedos São Paulo and As Rocas, and the *Westfalen* will be anchored somewhere between the two continents.

The *Westfalen,* according to those who have flown the South Atlantic, is more satisfactory than a "floating island" of non-ship or seadrome type, because it will not be permanently anchored. It will go to the assistance of stranded planes at the rate of twelve and one-half knots. The vessel is equipped with radio and light beacons and carries a supply of emergency rations, oil and fuel, and a repair shop with a complete supply of parts for the type of plane used on the route.

Gambia Mostly River-Banks

Natal and nearby Recife (Pernambuco) are familiar names in the history of trans-Atlantic aviation, but Gambia is a newcomer. As you run your finger down a map of the west coast of Africa you must look sharply or the narrow little colony and protectorate of Great Britain will escape you. Gambia has been humorously referred to in political debates as "thin lips of land in jaws of French territory." Gambia, in fact, is mostly river with the banks added.

Present plans of the German airplane mail route call for regularly scheduled flights beginning January 1. No passengers will be carried until the line has had a chance to operate for some time, it is announced. Pilots and officials of the line will have to be linguists if they wish to make their wants understood along the route. Every stop will call for a different language—German in Berlin, Spanish in

UMI

Replacement of the difficult Arabic script with a Latin alphabet made the whole nation illiterate overnight four years ago. Such a step is perhaps unprecedented in the modern world. But since then everyone, old and young, has been industriously studying the new A B and two C's (the alphabet is not quite the same as ours), and the difficult Arabic script is no longer used. The new alphabet caused education to advance by leaps and bounds. Many Turks for the first time in their lives have learned to read and write.

Ankara Gets a "New Deal"

While the New Turkey in one sense turned its back on the East, at the same time it moved its seat of government from Western, European, intrigue-infested Istanbul to Eastern, Asiatic, isolated Ankara (formerly known as Angora).

Ankara, the new capital, is a city transformed. New banks, large apartment houses, busy markets, modern schools, and gleaming embassies and legations of foreign powers are solid evidence of the "new deal" that has come to this ancient stronghold founded by King Midas—he of fabulous wealth. In the handsome stone Turkish National Assembly Building, or Capitol, the 283 deputies of the single-chambered legislature meet.

Between the railway and the city, what was once a malarial swamp has become a sports field and a resort of fashion. A huge irrigation dam is being built to serve the plain of Ankara. Near the National Museum, magnificently situated, is a statue of the first and present President of the Republic, Mustafa Kemal Pasha. Vanity did not prompt the Ghazi to place this figure of himself in the national capital. The statue is another symbol of a break with the past—for in Moslem countries any representation of human life once was forbidden.

Note: Students interested in Turkey should also consult: "Looking in on New Turkey," *National Geographic Magazine*, April, 1932; "Summer Holidays on the Bosporus," October, 1929; "Turkey Goes to School," January, 1929; "Seeing 3,000 Years of History in Four Hours," December, 1928; "The Kizilbash Clans of Kurdistan," October, 1928; "Skirting the Shores of Sunrise," December, 1926; "History's Greatest Trek," November, 1925; "From England to India by Automobile," September, 1925; "Crossing Asia Minor, the Country of the New Turkish Republic," October, 1924; and "Constantinople To-day," June, 1922.

See also "New Map of Asia" in the December, 1933, *National Geographic Magazine*.

Bulletin No. 2, December 4, 1933.

© *National Geographic Society*

A MODERN TURKISH TRAIN READY FOR ITS RUN ACROSS ANATOLIA

The side of the coach bears the names, in new Turkish, of two of the principal stations on its route. Haydarpasa (Haider Pasha), Asiatic suburb opposite Istanbul, is connected with Western Europe by ferry across the arm of St. George, linking the Bosporus with the Sea of Marmara. Adana, near the Syrian border, is an important station on the line to Musaybin (for Baghdad and Persia) and Rayak or Tripoli (for Syria, Palestine, and Egypt).

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Gold Nuggets Again Lure Prospectors

MOST of the world is off the gold standard, but gold, measured in terms of dollars, pounds, and marks, is still as desirable as ever. Prospectors—some of them old-timers, others unemployed men and women from many walks of life—are again taking to the wilderness where gold is known to exist.

A recent news dispatch from southwestern Colorado reports an unusually rich strike made by two prospectors. In five days the two men picked up gold nuggets by the handful worth $75,000, and in addition found gold ore worth from $10 to $30 a pound.

In Idaho a dredge brought up a total of $22,000 worth of gold in two months, and from Alaska comes a report that one of the largest gold nuggets in recent years was found near Wiseman.

Nugget as Big as Human Head

These recent discoveries recall the part played by gold nuggets in shaping history. Old boundary lines have been strained, men made rich, others lured to paupers' graves, and the destinies of nations have been changed by glittering bits of the metal found in remote and sometimes unexpected places.

Small nuggets have often appeared in the craws of chickens and turkeys; children at play have found others. A 14-year-old California boy named Perkins, playing with a toy waterwheel in a small creek, picked up a nugget worth $1,800. Near Dutch Flat, in the same State, an old miner, Dan Hill, stooped to wash his hands in a brook and saw in the water a chunk of gold as big as a head. He got $12,300 for it.

North Carolina, famous as a cotton and tobacco State, does not come to mind as a gold-producing region. Yet records in the United States Mint show that it mined gold as early as 1793. From its old Reed Mine, in Cabarrus County, came a veritable stream of nuggets that ranged from bean size up to gold chunks of 28 pounds.

Another North Carolina mine in Montgomery County belonged to Thomas Faney, a deer hunter, whose favorite pastime was "to go hunting with the bullets run from pure gold." Old residents thereabout tell of a buck killed long after Faney's death, in the shoulder of which was found a piece of gold. It was assumed that this was one of Faney's bullets, with which he had wounded the deer.

Digs Grave, Discovers Huge Nugget

A seven-pound nugget found in South Africa was shaped like a human head, fingers and all. Near Dolores, Mexico, an Indian found a nugget which was a perfect corn husk in shape. The Ural Mountains of Russia have yielded nuggets up to 50 pounds and over. Three convicts found one worth $30,000. It is written that the Tsar freed the convicts but kept the gold.

A strange story attaches to the "Oliver Martin," largest nugget found in California. Two men, Martin and Fowler, were asleep one night in a canyon when a mountain storm sent a sudden flood rushing down upon them. Fowler was drowned. Next morning Oliver Martin took his pick and shovel and started to bury his dead friend. Hardly had he begun the grave when he struck a huge nugget. It sold for $22,700, after Martin had first earned $10,000 exhibiting it.

The list is long and exciting. No part of the world has produced so much

UMI

Cadiz, English in Bathurst, and Portuguese in Natal,—with an overnight stop on a German ship in mid-ocean. Those continuing to Buenos Aires will come again into Spanish-speaking territory.

Note: For a description of a previous South Atlantic crossing see: "By Seaplane to Six Continents," *National Geographic Magazine*, September, 1928.

For other aviation references see: "Flying," *National Geographic Magazine*, May, 1933; "Skypaths Through Latin America," January, 1931; "Seeing the World from the Air," October, 1927; "How Latin America Looks from the Air," October, 1927; "Our Transatlantic Flight," September, 1927; "Air Conquest: From the Early Days of Giant Kites and Birdlike Gliders, the National Geographic Society Has Aided and Encouraged the Growth of Aviation," August, 1927; "Man's Amazing Progress in Conquering the Air," July, 1924; and "The Azores: Picturesque and Historic Halfway House of American Transatlantic Aviators," June, 1919.

Bulletin No. 3, December 4, 1933.

HOW TO OBTAIN GEOGRAPHIC NEWS BULLETINS

School Service Department,
National Geographic Society,
Washington, D. C.

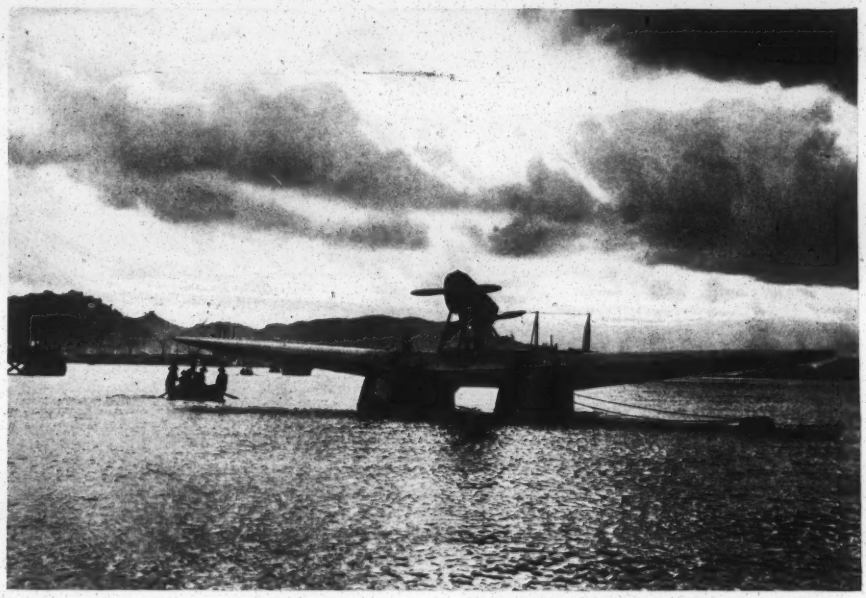
Kindly send .....copies weekly of the GEOGRAPHIC NEWS BULLETINS, for classroom use, to

Name .....

Address for sending Bulletins .....

City ..... School ..... grade

Enclose 25 cents for each annual series of Bulletins. These Bulletins are prepared wholly as a service to schools. Because of the cost of preparation they can be supplied only to teachers at the price named.



Photograph from Commander Francisco de Pinedo

AN ITALIAN CONQUEROR OF THE SOUTH ATLANTIC

The *Santa Maria*, in which Commander Francisco de Pinedo flew from Senegal to Brazil in 1927, resting on the harbor at Santos, famous coffee port of Brazil. Commander de Pinedo was forced to land near the island of Fernando de Noronha to refuel from a cruiser.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Toledo, Spain, Names Street for American Namesake

TOLEDO, Spain, and Toledo, Ohio, have just exchanged gestures of mutual goodwill. When the University of Toledo, in the Ohio city, adopted as its official seal the old Toledo coat-of-arms of the "Reyes Catolicos" (Catholic Kings), the Spanish city of Toledo returned the favor by renaming one of its thoroughfares "Toledo de Ohio Street."

The Spanish Toledo, less than 50 miles southwest of Madrid, does not in any respect resemble its American namesake. From the crest of a huge circular hill its red-tiled, stone buildings and church spires rise more than 200 feet above the muddy Tagus.

When the catapult was the modern engine of war, Spain's Toledo was almost impregnable. The river Tagus formed an admirable moat on the south, east and west sides, and the neck of land on the north dropped down from heavy walls and protected gateways to a fertile plain.

Resembles an Oriental City

It is difficult to imagine that, within less than two hours' train ride from the Spanish capital, there is a city with such a marked oriental appearance. The lofty bridge of Alcantara, the principal gateway to Toledo on the east, is of Moorish design, with massive high towers at each end. It was built in the thirteenth century.

From the time one steps upon this bridge, until the river is recrossed by way of the bridge of San Martin, dating back fifty years earlier than the Alcantara, many relics and ruins of medieval days in Toledo give a flavor of Palestine and Arabia, with a touch of French Gothic here and there. High above the Alcantara looms the Alcazar, a large rectangular stone structure that was once a castle but is used now as a military school. It occupies the highest point of Toledo.

The road approaching the city from the bridge winds around the hill past the Hospital de Santa Cruz, a fifteenth-century building, and then through a Moorish archway that was nearly 400 years old when Columbus discovered America. It leads to the public square which still retains its Moorish name—the Zocodover. The "square" is really a triangle with one slightly-round side. A wall of balconied buildings surrounds it, pierced at frequent intervals by narrow cobblestone streets hardly wide enough for two Toledo donkey carts to pass.

Evening Promenade Noisy

In the heat of the day the inhabitants remain within their patios and balconies that may be seen through open doorways along the streets. Then the Zocodover is almost deserted. But toward evening the promenaders throng the "square," shrill-voiced hawkers generously exercise their throats crying out the merits of their wares, and the beggars—and Toledo seems to have its share of them—ply their profession at the most profitable locations.

A few blocks away, toward the middle of the city, the graceful tower of Toledo Cathedral rises above the housetops. Unfortunately there is no cathedral close, or grounds. The narrow, winding streets, bordered by unattractive buildings, do not permit a full view of the edifice. It is a splendid example of French-Gothic architecture with carved monuments, stained glass and tracery work comparable to that of other noted European cathedrals. It covers about the same area as that of Cologne Cathedral and took 266 years to build. The foundation was laid in 1227.

Few blocks in the ancient city are without interesting relics dating back from

UMI

gold in great lumps as the Victoria fields of Australia. From them have come big nuggets literally by the score. One famous Ballarat nugget, the "Welcome," brought $52,500 (see illustration, below). In New South Wales was found a record nugget, measuring 4 feet 9 inches long, which sold for $148,000.

Gold Nugget Started California Gold Rush

To gold nuggets the United States owes a large part of its rapid growth beyond the Mississippi. Beanlike nuggets, found in a stream where James Marshall was digging a mill-race, started the famous California gold rush in '49.

The gold-hungry tide of humanity that flowed to the West following news of that discovery helped to make California eligible for statehood a year later. In that State, as in the early days of the Australian excitement, when rich alluvial deposits were common at the surface, most gold was found by washing. The search for veins of ore and the use of stamp mills and other machines came later.

Bits of gold in a creek bed were the clue to the Klondike. Weary from chasing a moose, an Indian hunter lay down to drink from a Yukon tributary and saw the stream bed glittering. Thus "Skookum Jim," with two white men, Carmack and Henderson, started the historic Klondike rush. Later, on the beach at Nome, it was found that the very ocean sands were impregnated with gold, and undreamed-of millions were recovered.

Note: Gold mining and gold's place in the modern world are described in "Men and Gold," *National Geographic Magazine*, April, 1933; "Ontario, Next Door," August, 1932; "Colorado, a Barrier That Became a Goal," July, 1932; "Under the South African Union," April, 1931; "This Giant That is New York," November, 1930; "To-day on 'The Yukon Trail of 1898,'" July, 1930; "Gentlemen Adventurers of the Air," November, 1929; "Trailing History Down the Big Muddy," July, 1928; and "The Geography of Money," December, 1927.

Bulletin No. 4, December 4, 1933.

© *National Geographic Society*

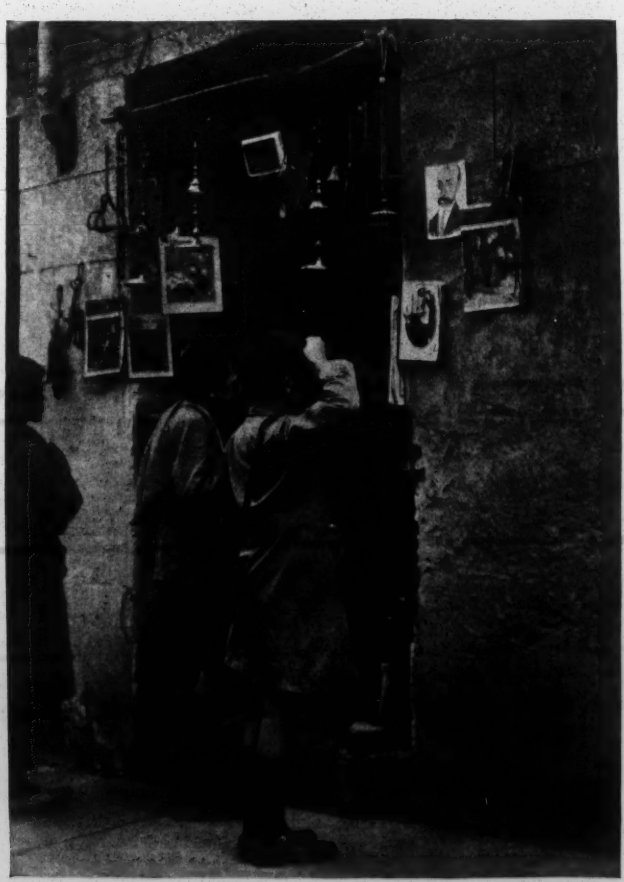
HOW WOULD YOU LIKE TO STUMBLE ON NUGGETS LIKE THESE?

The big one at the left is simply a model of the "Welcome," found in Australia in 1858, and the one above the scales is also an imitation of a 25-pound nugget discovered in North Carolina. On the scales itself, however, is a genuine 81-ounce gold nugget from Plumas County, California. These and other nuggets, both models and real, can be seen in the National Museum at Washington, D. C.

five hundred to more than a thousand years. In fact few modern improvements have been made since Philip II moved the capital from Toledo to Madrid more than 350 years ago. When it was at the height of its prosperity during the four centuries of Moorish occupation from 712 to 1085, Toledo boasted 200,000 inhabitants, and a tremendous trade in silk, wool and Toledo blades. Now there are less than 25,000 inhabitants, with little industrial and commercial activity.

Note: For other Spanish references see: "Montserrat, Spain's Mountain Shrine," *National Geographic Magazine*, January, 1933; "Madrid Out-of-Doors," August, 1931; "Pursuing Spanish Bypaths Northwest of Madrid," January, 1931; "Seville, More Spanish Than Spain," "On the Bypaths of Spain," and "Barcelona, Pride of the Catalans," March, 1929; "Balearics, Island Sisters of the Mediterranean," August, 1928; "Seeing the World from the Air," March, 1928; "Looking Down on Europe," March, 1925; "Adventurous Sons of Cadiz" and "From Granada to Gibraltar—A Tour of Southern Spain," August, 1924; "Keeping House in Majorca," April, 1924; "Cathedrals of the Old and New World," July, 1922; and "The Land of the Basques," January, 1922.

Bulletin No. 5, December 4, 1933.



Photograph by Angel Rubio

TOLEDO HAS FASCINATING CURIO SHOPS

It is to be expected that a city which has known a continuous existence of more than 2,000 years, and which has been in turn an important Roman outpost, the Visigothic capital, a Moorish stronghold, and the capital of Spain under Philip II, would have much to offer to antiquarians, historians, and travelers in general. Toledo, in fact, is a compact picture of the whole thrilling history of Spain.

UMI